

THE RIO NEWS.

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VOL. XIII.

RIO DE JANEIRO, JULY 24TH, 1886

NUMBER 21

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.

THOMAS J. JARVIS,
Minister.

BRITISH LEGATION.—Travessa de D. Manoel, No. 8.
H. G. MAC DONEL,
Minister.

HENRY CADOGAN,
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Consul General.

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Sundays in each month at 7 a.m. Holy Communion
on the 1st Sunday in each month at eleven, and on the
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No. 2.—All notices should be sent to the Clerk.

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p.m., Sundays.
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Rio at 5 a.m. arriving at Barra (junction) at 7:24 a.m. Between
Rio and 5 a.m. arriving at Barra (junction) at 7:24 a.m. Between
Rio (central line) 9:28 a.m., Lafayette (Queluz) 9:30 a.m.
Porto Novo (branch from Barra Rio) 12:13 a.m., Cadernho (S.
Paulo branch) 14:13 a.m., São Paulo 14:20 a.m., Lafayette 15:30 a.m.,
Porto Novo 17:49 p.m.; arriving at Barra 4:20 and Rio 6:55
p.m. Connects with Valençana line at Descanso; Rio
das Flores line at Comerçante, União Mineira line at Serra
Gesteira; Minas (S. João d'El Rey) line at Sítio;
Leopoldina line at Porto Novo; and S. Paulo and Rio de
Janeiro line at Cachoeira.

Limited Express: Upward, leaves Rio at 6 a.m.; arriving
at Barra at 6:05 a.m.; Barra 12:55 p.m.; Porto Novo
5:30 p.m.; Cachoeira 6:28 a.m.; Dona Ana 7:30 a.m.;
Porto Novo 6:00 p.m.; Barra 4:20 and Rio 6:55 p.m.

Return train leaves Porto Novo at 10:30 p.m. every Monday,
arriving at Barra at 9:30 a.m. and at Rio at 5:30 p.m.

Mixed Train: Leaves Rio at 8:30 a.m., and 3 p.m., the
first going to Faria Lemos, and the second to Barra do Pindaré.

Night service: Train leaves Rio at 10 p.m. every Friday,
arriving at Barra at 12:30 and Porto Novo at 5 a.m. Down-
wards, train leaves Porto Novo at 10:30 p.m. every Monday,
arriving at Barra at 9:30 a.m. and at Rio at 5:30 a.m.

CANTAGALO R. R.—Leaves Niterópolis (Sant'Anna) 7:35 a.m., arriving at Nova Friburgo 11:20; Corderio 1 hour
per trainway from Cantagalo) 12:30 and Macaé 2:30 p.m.
Return train leaves Macaé 8:15, Corderio 9:10 and Nova
Friburgo 11:20 p.m., arriving at Niterópolis 2:35 p.m.
A ferry boat runs between Rio and Sant'Anna, connecting with
train.

CORCOVADO R. R.—Trains leave Rio Station at Coimbra
and Vello, Laranjeiras at 5:30, 7, 8:35, 10:15, 11:45, a.m. and
12:15, 2:15, 4:15 and 5:45 p.m. on Sundays and holidays;
and at 6:30 a.m. and 10 a.m. and 2 and 5:15 p.m. week days.

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and holidays. Returning, trains leave Petrópolis at 7:30 a.m.
week days, and 4 p.m. Sundays and holidays. Mixed
train: upward 12:15 p.m.; downward (from Petrópolis) 12:15
p.m., week days only.

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BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ovidor.

MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da
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Rua dos Beneditinos.

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Dr. Castelão dos Santos, Surgeon and Physician
Residence: Rua da Haddock Lobo, No. 70. Office Rua do
Hospital, No. 131, from 1 to 3 p.m.

Dr. Alexandre Calazan—Surgeon and Physician
Office, Rua Príncipe de Março No. 22. From 1 to 3 p.m.
Residence, Rua de S. Francisco Xavier, No. 47.

Dr. W. J. Fairbairn—Surgeon and Physician
Physician: Office, Rua 1º de Março, No. 49, from 11 to
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A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, JULY 24th, 1886.

THE legislative record since our last report is a brief one, no measures of any considerable importance having been before either house. The expulsion of José Mariano, deputy-elect from the 2nd district of Pernambuco, and the admission of his opponent, has furnished the one exciting incident of the interval, but the feeling aroused has found expression outside rather than within the Chamber. Disgraceful and arbitrary as the act certainly was, there were too few liberals in the Chamber to interpose indignant opposition, and even all these were not overmuch in favor of the Pernambuco republican and abolitionist. It would seem that the government had decided to have a comfortable time of it, too which end the liberals were to be reduced to the smallest number possible, and their strongest men, particularly those holding abolition principles, were to be kept out. No man was to be permitted inside who would force disquieting questions upon the house, or who would oppose ministerial purposes with inconvenient arguments. A Chamber of nonentities was desired, and has very nearly been obtained. The hostile attitude of the Senate, however, has quite upset the summer dreams of Premier Cotelipe and his colleagues. The measures which have gone quickly and calmly through the Chamber have been sharply attacked and criticised in the Senate, and the cabinet has been at times put in a critical defensive position. The sudden reverse of the 12th was an incident of this kind, to meet which the premier found it necessary to say that he should take no notice of such votes. This clearly places the government in a very questionable position. Premier Cotelipe says that he does not propose to resign as long as he possesses the confidence of the Crown and of the Chamber. The first element is clearly an impossible one in a representative government, because it also is presumed to be responsive to public opinion when properly expressed. Here, this has not been the case, as the Crown has generally pursued its own course regardless of the people and of the principles involved in the representative system under which the country is nominally governed. As to the second element, however, the reliance of the premier on it is nothing less than a broad farce. With a "packed" Chamber at his back, confidence is the simplest thing in the

world. First tamper with and overcome the popular expression of the people's choice, then eliminate all undesirable elements introduced in spite of ministerial wishes, and then triumphantly fall back on the result with smiling confidence! Machiavelli could not have managed it better! Since this issue has been raised in the Senate, which is now properly the only representative body of the two, both parties seem to have avoided the critical question which lies just behind it, the right and authority of the Senate to censure the ministry, and the right of the latter to ignore such action. As the ablest and most representative body of the two, the ministry certainly can not escape the consequences of its censure. In the Chamber two land bills have been introduced, one by Deputy Siqueira Mendes of Pará, which particularly affects rubber forests, and the other by the minister of agriculture. It is idle, however, to expect that either of them will be considered. For some time there have been frequent rumors as to an impending resignation of the present cabinet, but, although it is known that differences have occasionally arisen between its members and that many conservatives outside are not entirely in accord with the policy pursued, there is as yet no certainty of a change. The latest rumor is to the effect that Premier Cotelipe is meditating resignation because of the state of his health. If he were to consider the health of the country, he would resign immediately.

It is a genuine pleasure to note that the bazaar at the Casino assembly rooms, which has been open for some days past, is proving a great success. The enterprise was undertaken and promoted under the generous patronage of the Princess Imperial, who has employed every effort to insure its success, and is designed to raise funds for the education of poor children. Thus far the response has been most generous, the receipts for the first day alone exceeding twelve contos. When it is considered that business is still in a very depressed state and that money is far from plentiful among the majority of people, and when it is also considered how much of time is given up to business and politics,—when all these are taken into consideration, it becomes a matter for hearty congratulation that so many people have found time to visit the bazaar and leave such substantial tokens of their appreciation and charitable impulses. And in so doing they have been able to feel that their contributions were going to a cause which has a strong claim upon public sympathy, and which never fails to yield good results to every well-directed benefaction. Of all charities, other than those designed for the relief of actual distress and suffering, there are perhaps none which appeal so strongly to our sympathies as that of the education of poor children. Thrown upon the world, friendless, helpless and ignorant, they are exposed to sufferings and temptations which leave their evil marks upon them all through life. Much of the physical and moral deformities of life spring from this terrible exposure of impressionable children to the harsh and debasing influences of city poverty—with its uncertain livelihood, bad food, vices and criminal associations. For one educated in such a school there is little chance of reform. It is not only a beautiful charity, therefore, to take away the poor children from such associations and influences, and to educate them into self-respecting, self-supporting members of society, but it is a measure of high public policy. The founding of Girard College in the city of Philadelphia for the education of poor orphan children is one of the greatest benefactions of modern times, and the good which has

already resulted from it no man can hope to measure. The effort, therefore, to do something for the education of poor children here in Rio de Janeiro reflects honor upon the Princess and her assistants, and upon every one who contributes to its fund. It is a charity which lifts the heart above all sordid purposes, and gives that to others upon which an honorable, useful life can be built—the best guarantee of success and happiness to the individual, and of permanent prosperity to the state.

fuge and evasion. And the result will be—as is already apparent—that they will strengthen the man whom they are seeking to overthrow, and discredit themselves for all time.

THE AMERICAN EMIGRANTS.
Editor Rio News.

Sir.—In your issue of July 15th, I read with some surprise an editorial in which attention is called to the treatment received, from officials and others, by a family of Americans, nine in number, who recently came from the State of Texas, United States of America, with the view of locating in Brazil, but who, finding everything so different from what it had been represented, and the Americans in and around Santa Barbara in a state of such "abject poverty," had concluded to return at once to the United States.

You are correct, so far. A family of nine Americans did come out to Brazil a short time since; did remain about three weeks or a month; and did return on the June (July) steamer to the United States; but I assert that you are all wrong in some of your premises, or conclusions, regarding these people, as you would readily acknowledge if you were behind the scenes, or cognizant of facts known to all the Americans of this vicinity. *Fiat justicia, ruat cœlum.* As a rule, I beg to say that I am not prone to rush into print, nor afflicted with the *cœtænes scribendi*; but, as a member of the American colony of this place, I am compelled to resent certain imputations cast upon us, in your editorial, the result undoubtedly of impressions left upon your mind by conversations had with the aforesaid "family of nine."

In the first place you are wrong in asserting that these people—this "family of nine"—paid their own expenses out. To Rio, yes, at reduced rates; but from Rio to the station of Santa Barbara, their expenses, railway and hotel, were paid by the government of Brazil. In other words, they claimed emigrants' rates, and as such, came. Some persons may claim that they had a right to do this, and afterwards, if not satisfied with the country and people, the further right to take themselves back, or somewhere else. This is a matter of opinion; one thing being certain, however, that they did not return to the government the value of their transportation from Rio to this place.

I come to that part of your editorial which, as an American and member of the American colony at this place, more nearly concerns me and my countrymen, and which very naturally, and I think very properly, we resent. From the general tenor of the editorial, we presume that you got your information, in respect to the financial condition of the Americans here, from this same "family of nine." Very well; this admitted, I claim that they are not good witnesses, or judges, of our condition. They saw but few of the Americans here, and visited in all but, perhaps, a half dozen houses. True, we are not all—in fact, none of us are—millionaires; nor do we live in palaces with brown stone fronts; but, as a rule, our houses are pleasant and comfortable and far more presentable than those of the resident gentry, "lords of the manor." Nor are we in that state of "abject poverty" which your readers might suppose to be the case, from a perusal of your editorial. I have never heard it so asserted, but I assert it here, that the taking of a newspaper or journal, in this country, is a pretty fair criterion by which to judge of a man's financial condition, for when one's nose touches the grindstone it is rarely that he will have the courage to subscribe to a newspaper. Most every American in this vicinity is a subscriber to

newspapers in the "old country," and many of them subscribe to Brazilian papers and journals.

The greater number of Americans here own their own farms, and some of these are well improved, would be creditable in any country, or bear comparison with those of the United States or of Europe. Others are engaged in merchandizing and in other pursuits, and are doing fairly. In fact the rule holds good here, as it does everywhere else, that those who bought their farms and put into the stock the three cardinal principles of success—Industry, Energy and Economy—have succeeded; and those who did not, have failed, as they would have failed anywhere else.

I understand, also, that another grand objection which the "family of nine" had to remaining among us, or in Brazil, was the condition of society here. Pelion on Ossa! Society: forsooth! Very well, we challenge comparison with the "family of nine," only one member of which could write his name. We have here among us college and university graduates, lawyers, physicians, and ex-members of legislatures in the states of the United States. We have schools also, which is something I should judge to be scarce in Eastland county, state of Texas, if we take the "family of nine" as a fair example.

I imagine your article was intended to be a stricture upon the government for its general treatment of strangers, or emigrants, on arrival here. Good! I heartily endorse all you wrote with regard to this! Your language, in fact, is not strong enough, does not do the subject justice; but with respect to the parties before mentioned, I think you are wrong. There is, in this case, a "wheel within a wheel," some facts which, if known to you, might change your opinion.

As a matter of justice, I ask you to publish the above, that your readers may be enlightened as to the fact of our condition financially and may know that we are not quite the "beggars" they might otherwise be led to believe. Two years since, three members of the "American colony" here exported to Liverpool upwards of six hundred bales of cotton. I have not the copy of the News above alluded to before me and write from memory. If I have stated anything I stand ready to correct it.

Santa Barbara, 17th July, 1886. C.

It will be a matter for sincere regret to us if an injustice has been done to the members of the American colony at Santa Barbara by anything which has appeared in these columns. It was our intention in what was written to call attention to the fact that a family of small farmers had come here at their own expense and with money, and that after looking the ground over had concluded to return home because of the unfavorable state of affairs here. We had no need of depending wholly upon their statements for details, for we know what they wished and what they found. The personal questions between them and the Americans of Santa Barbara did not concern us in the least, and we therefore made no use of the letters in their possession whose statements induced them to sell out at home and emigrate to Brazil. So far as appearances go, these emigrants impressed us as honest, well-meaning people. They made no complaint to us about their personal treatment at Santa Barbara, and we did not misunderstand their allusion to the state of "society" there. We did make one error in our statement that they had paid all their own expenses, for we did not then know that they had received free transportation from this port to Santa Barbara—amounting, perhaps, to \$25,000. We are informed that they paid about \$1,000

(say, Rs. 2,500\$000) for their passages to Rio, which is the regular rate, less one-sixth accorded to all parties of four. They state that they had \$3,000 after paying their fares to Brazil, and we are informed that when they had paid their return fares, at reduced rates, they had nothing left. Further comment on this point is unnecessary.

As to the prosperity, or poverty of the Santa Barbara colony, that is a matter on which we should be glad to receive further information. It is difficult to dispute with a man who insists that he is prosperous and comfortable. We have talked with no less than a dozen people regarding Santa Barbara—some of them familiar with that colony from the very beginning—and they have all agreed in saying that, as a whole, the colony is not prosperous. They all agree, however, in the statement that some five or six families have done well, while the others simply live from hand to mouth. Many of the original colonists have returned to the United States. Our correspondent may be right in his comparisons with the "local gentry," but at the same time may not the "family of nine" be equally right in their comparisons with what they left behind them in the United States? If our correspondent will furnish us with statistics about the Santa Barbara colony, we shall be very glad to publish them.—Eds. *News.*]

Continued from No. 20.

DEPARTMENT OF AGRICULTURE.

Public Companies.

The minister refers to the fines imposed on the New York Life and Equitable Life Insurance Companies, and to the final permission given them to do business in the Empire after depositing \$200,000 in the Treasury. This authorization was rendered by the liquidation of the *Monte Pio* which caused a want of such institutions in the country. There were 4 central sugar factories organized during the year, 8 foreign companies were authorized to do business and the by-laws of 4 companies were approved.

Subsidized Navigation.

Contracts were made with 4 companies in extension of former contracts with a saving of \$28,800\$, viz:

Company	Subsidy	Saving
Maranhão	170,000	22,000\$
Amazon.	468,000	52,000
Nacional	621,000	69,000
Brazileira	583,200	145,800
	1,842,200\$	288,800\$

Brasileira de Navegação.—This company serving between Rio de Janeiro and Manaus, Amazonas, touching at 10 ports, continues to prosper, the dividend last year amounting to 27%, or 13 1/2%. Its fleet consists of 6 steamers all in good order, with a total horse-power of 1,690 and a cargo capacity of 9,905 tons. Last year 36 round-trips were made covering 212,400 miles, and 22,503 tons of coal were consumed; 9,162 first and 14,866 second class passengers were carried and 665,096 packages of cargo (the weight is not given). The traffic receipts covered expenses, leaving the subsidy, viz: 729,000\$ from the general and 72,000\$ from the Amazonas provincial governments for distribution. The contract with the company has just been renewed up to 30th April, 1886, with an abatement of 20 per cent. on the subsidy, or an annual saving of \$45,800\$. The new contract fixes Caledo as the port of call in the province of Pará, the company to furnish gratuitous transport to and from the capital for passengers and luggage; and permits the steamers to make Pará (Belém) the terminus, from which passengers, luggage and merchandise may be forwarded to Manaus by other steamers, of which the time tables must correspond with those of the company, transhipment expenses being for account of the latter.

Maranhense.—The contract approved on 12th December, 1885, not only effects a saving of \$22,000\$ in the subsidy, but escapes the increase of this by \$4,000\$ voted by law No. 3,230 dated 3rd September, 1884. The fleet consists of 4 steamers, of which the largest has a capacity of 600 and the smallest of 218 tons. On the 36 trips made during the year, 2,471 first and 2,651 second class passengers were carried; merchandise 3,037 tons and 113,800 packages with a consumption of 3,255 tons of coal and 387,500 faggots (achar) of wood. Traffic receipts were 235,705\$600 and expenses 242,845\$, leaving a deficit of 21,292\$510, which was covered by the subsidy of 30,000\$ from the general and 10,000\$ from the provincial governments. The minister considers the balance of \$18,700\$ insufficient to meet a fair interest on the capital employed and the deterioration of material.

River Parnahy.—The company has only 3 steamers, which number being in contradiction with the terms of the contract, it had been ordered to increase. During the last half of 1884-85 [?] the passengers carried numbered 527 first and 529

by the company up to 9th September and in accordance with the new contract after, which allowed of a dividend of 10\$ per share.

Pernambucana.—This company has a fleet of 8 good steamers with a total tonnage of 3,398. During the year 76 trips were made, covering 56,765 miles and 2,212 first and 3,540 second class passengers were carried; of merchandise 387,522 packages, and the consumption was 5,997 tons of coal and 800 faggots of wood. The company has a subsidy of \$155,600\$ from the general and 24,000\$ from the Pernambuco provincial governments. The net receipts [for the year?] were 43,590\$ and the dividend 5 per cent. A quarterly trip is made to the penal settlement of Fernando Noronha and the Rocas light-house.

Bahiana.—This company receives subsidies of \$155,000\$ from the general and 128,000\$ from the provincial government of Bahia which with traffic receipts produced a sum of \$29,941\$133, against expenses of 768,934\$542, leaving a balance of \$1,006\$591, which was divided at the rate of \$384 per share. The fleet consists of 15 steamers, of which 9 are employed in the service of contracts with the general and 6 in that of contracts with the provincial governments. Besides contract trips there were 21 extra trips, and the lines north and south from the capital covered 52,412 miles. To the interior of the province 935 trips were made covering 67,436 miles. Coastwise passengers numbered 4,293 first and 2,718 second class and on the interior trips 35,484 first and 40,716 second class passengers were carried. The consumption was 9,916 tons of coal and 12,700 faggots of wood. Two accidents occurred: one on the 26th August when the steamer *S. Salvador* was sunk by collision with a steamer, supposed to have been the Br. str. *Miramonti*, all hands saved but the first officer, and the other on the 17th April when the *Dous de Julho* struck an anchor (*ferro*) when coming alongside the wharf and perforated a plate near the rudder.

Amazon Steam.—The contracts with this company had been extended for 5 years, to count from 22nd June, 1887, for the Madeira, Purus and Negro lines, and from 1st November, 1887, for the Amazonas and Tocantins lines, with an abatement on the subsidy of 10 per cent., or an annual saving of \$20,000\$. Some irregularities in the service were reported by the *fiscal* of the Amazonas line, but the *Pará fiscal* has made no report on the lines centering there.

Nacional de Navegação.—This company has charge of the coast service to the south from Rio de Janeiro. The contract was extended for 10 years, with 10 per cent. abatement on the subsidy and 5 per cent. on passages to immigrants if the number carried annually exceeds 5,000; in passages to immigrant children under 10 years 50 per cent. reduction was made, and the route improved by the suppression of some, and the increase of other parts of call. The number of the fleet is not stated, but 7,954 first and 14,305 second class passengers, and 779,252 packages of merchandise were carried. The trips covered 142,320 miles and the consumption was 15,487 tons of coal. Total receipts were 1,562,080\$589 and expenses 1,441,194\$042, leaving a balance of 120,805\$547. The dividend was 10 per cent. or 20\$ per share.

United States and Brazil.—The minister refers to the loss of the *Reliance* and the chartering of the *Merrimack*, and to the imposition of fines for the non-compliance with contract. The president of the company had informed the Brazilian Consul General in New York that the keel of the *Alliance* had been laid at Chester, Pennsylvania, in December last, and the work on this new ship had been delayed 6 months by the financial embarrassments of the constructor. One accident is reported, the *Finance* grounding in December to the north of Pernambuco, but the damages were happily slight.

Alagoas.—The navigation of the *lagoa* [inlet] *Norte* has never been inaugurated as there is not sufficient water for considerable sized vessels, without the execution of certain hydraulic works, which it has been impossible to carry out. Even on *lagoa Mangabeira* where the service is working, considerable expenses for the opening of a channel are necessary. The company accepted an abatement of 10 per cent. on the subsidy. There are 4 steamers in service measuring 280 tons, which made 412 trips during the year carrying 3,042 first and 3,527 second class passengers and 56,257 packages of merchandise. The consumption was 52 tons of coal and 757,950 logs (*toros*) of wood. Traffic receipts were 23,033\$790 and expenses 44,310\$300, leaving a deficit of 21,292\$510, which was covered by the subsidy of 30,000\$ from the general and 10,000\$ from the provincial governments. The minister considers the balance of \$18,700\$ insufficient to meet a fair interest on the capital employed and the deterioration of material.

River Parnahy.—The company has only 3 steamers, which number being in contradiction with the terms of the contract, it had been ordered to increase. During the last half of 1884-85 [?] the passengers carried numbered 527 first and 529

second class. The merchandise carried is so specified that a tabulation is impossible, the most important being 4,242 bags of cotton and 1,511 bags of coffee. The improvements on the river undertaken by the general government will shortly permit of extending the navigation to Sta. Philomena, if not all the year, at least during the time of freshets.

THE THREE AMERICAS RAILWAY.

We have been favored with a communication from Mr. Hinton Rowan Helper regarding the encouragement received at Buenos Ayres in his great railway project. Not only has Mr. Helper found many friends and adherents to his scheme for connecting the farthest extremes of the two American continents by a continuous railway line, but a resolution of sympathy and concurrence was introduced and carried in the lower house of the Argentine Congress. Much of this hearty sympathy is probably due to the change in Mr. Helper's plans, it now being his purpose to begin construction at the southern end of the line, instead of the northern.

It would seem, however, that some opposition has been aroused to this scheme in the United States, which has called out the following letter to the *Washington Post*, a copy of which has been forwarded to us for publication:

Hotel de la Paix, Buenos Ayres,
Argentine Republic,
June 15, 1886.

To the Editor of the *Post*,
Washington, D. C.

Sir.—Now in the course of my seventh voyage to and from South America, my first passage here and herefrom was made more than thirty-five years ago. Since that time, I have twice crossed this torrid and tempestuous continent, from the Atlantic to the Pacific, carrying with me my bed and baggage, and occasionally as was indispensably necessary, in some of the far-interior and Andean districts, food and water, on muleback. The most valuable and incontrovertible history of my journeys and labors in these austral regions will, in due time, be found, not in the perishable pages of a book, but in an immense and ever-enduring intercontinental railway from Behring Strait to the Strait of Magellan—in other words, from the northern part of Alaska to the southern portion of Patagonia.

The Argentine Congress, now in session in Buenos Ayres,—a great and wonderfully improving city, which is already and at once, in size, business and elegance, the London and the Paris of the Southern Hemisphere—will, I am assured, soon pass a resolution approving and recommending the construction of the proposed All-American Highway of Nations. With an adequate degree of earnest and prudent co-operation, rapid and continuous communication, beneficial to all and injurious to none, ought to be opened the entire distance between New York and Buenos Ayres within the next ten or twelve years.

Events, however, are already beginning to develop in evidence of the fact that my projected Three American Railway, which, so to speak, has been the budding flower of both my head and my heart ever since the latter part of November, 1866,—a period of nearly twenty years,—is not, as yet at least, a beautiful and fragrant rose without thorns. Letters received from Washington, this morning, have brought to me strange tidings; not a confirmation [for that would be impossible] of the false reports of my death; but rumors that a clique of scheming and unscrupulous creatures, miscalled men, are trying to supplant me in the superlative endeavor of my life. This news, while as yet not perfectly authentic, affords me the first real or plausible clue that I have thus far been able to obtain as to the identity of the evil-minded and depraved person who forged, a few months ago, the utterly unwarrantable and groundless report of my death; my good health not having been in the least impaired since I left the United States, last year.

The names of the alleged miscreants are in my possession; but, for the present, I forbear their disclosure; preferring to await fuller verification of the statements connected with them. Meanwhile, I would thank the *Post* to publish this letter; assuring you, Mr. Editor, that it is my purpose to defend, in every respect, and to the uttermost, my rightful position in the premises; and notifying the guilty gang of would-be underminers and usurpers that, if the reported news be true, they may be prepared to hear from me, through the statutory provisions of either national or international law, immediately after my return to Washington, two or three months hence, if not earlier.

Yours respectfully,

HINTON ROWAN HELPER.

—Eight newspaper editors were arrested in Montevideo on the 17th for injurious comments on the diplomatic corps. So far as we can see, the only thing that Santos proposes to admit is unstinted praise of himself. It remains to the editors, however, to try the plan of roundly abusing each other.

FOREIGN TRADE OF RIO DE JANEIRO.

The following are the official figures for the nine months, July–March, of the fiscal years 1885–86 and 1884–85.

Countries	Imports.	
	1885–86	1884–85
Great Britain...	29,063,081\$372	26,018,668\$894
British colonies...	1,579,649 061	1,382,191 341
France.....	9,579,811 305	9,707,788 515
Uruguay.....	7,158,468 380	5,565,762 237
Germany.....	6,646,679 440	6,444,110 396
United States...	5,375,947 746	6,303,590 241
Portugal and colonies.....	4,868,406 259	4,464,012 675
Belgium.....	3,965,737 953	2,943,023 484
Argentine Rep.	3,389,674 708	1,980,409 822
Italy.....	587,466 624	522,282 546
Sweden.....	132,971 821	144,693 307
Spain and colonies.....	103,342 963	137,056 389
Austria.....	84,148 759	206,668 425
Holland.....	70,302 550	64,319 142
Chili.....	59,495 725	46,445 650
Russia.....	58,371 667	34,220 667
Denmark.....	18,745 334	—
All others.....	87 400	—
Totals.....	72,742,358\$167	65,964,243\$791
Exports.		
Countries	1885–86	1884–85
United States...	51,066,296\$077	55,830,394\$935
Germany.....	8,659,489 379	8,306,704 888
France.....	5,888,741 536	5,115,698 043
Great Britain...	3,718,813 077	4,523,317 571
Austria.....	3,638,271 091	4,385,157 118
Belgium.....	1,325,642 899	1,917,639 136
Argentine Rep.	1,218,114 701	1,435,237 995
Italy.....	988,616 037	846,512 986
Cape of Good Hope.....	849,882 215	1,201,134 526
Uruguay.....	386,702 572	538,498 823
Channel f.o.	180,570 000	—
Portugal.....	153,189 851	382,033 386
Chili.....	73,191 552	57,638 789
Mediterranean.....	21,600 000	1,240,010 240
Russia.....	24,366 000	27,093 000
All others.....	45,010 280	17,499 445
Totals.....	78,868,491\$267	86,068,604\$887

In exports only articles upon which duties are levied are included, but these pretty well cover all exports.

The balance in favor of our port is reduced from 20,104,361\$06 in 1884–85 to 6,126,133\$100 this year. The result for the quarter Jan.–March was 1865–86 1884–85

Exports..... 21,073,603\$343 24,695,222\$059

Imports..... 25,673,950 602 23,102,534 118

LEGISLATIVE NOTES.

July 14.—No session in the Senate. In the Chamber the exclusion of Sr. José Mariano, and the election of Sr. Theodoro Machado as deputy from the 2nd Pernambuco district caused great confusion. The *relator* of the committee on credentials defended the report. The vote taken showed 60 to 30 against Sr. José Mariano's diploma, and 56 to 34 for the election of Sr. Theodoro Machado, from which it appears that 4 deputies are against the latter's election. Various deputies and the galleries declared this result a scandal, and the police cleared the galleries. Deputy Canção was inspired to speak on the army bill by his sentiments as to the necessities and sufferings of the military, which seem principally caused by the lack in some, and by an over-plus in other corps, of surgeons. Medicines are wanting also, and the speaker begged the minister of war to use every effort to make in the military career such improvements as would lead Brazilians to adopt it. Deputy Cesario Alvim sharply referred to the rejection of Sr. José Mariano, and to the undue interference of the Crown in politics. He expressed disbelief in promised economies, and saw no use for great armies and navies, but great advantages in attracting immigrants.

July 15.—In the Senate Sr. Octaviano referred to the premier's speech on the 13th, and denied using any trick in securing the hostile vote on the 12th, but parliamentary means alone. He objected to the declaration made by the premier that hostile votes in the Senate would not affect the cabinet, and after some further remarks moved that the rule constituting a committee on the reply to the Speech be struck out. Senator Correia replied in defense of the government, and the minister of empire and Senator Affonso Celso also spoke on the question. The rest of the session was of no general interest. In the Chamber the session was of no general interest.

July 16.—In the Senate a committee report on a credit to the department of justice was read, from which it appears that the police secret service in 1884–85 cost 155,000\$. The committee is very severe on the authorities in the report. Senator Siqueira Mendes presented the project of a law on public lands. The reform of the rules was discussed by Senators Franco de Sá, Martinho Campos, Octaviano, minister of the empire, Silveira

Martins and Correia. The liberal senators seem apprehensive of an attempt at interference with the freedom of debate. In the Chamber the discussions were of no general interest.

July 17.—In the Senate, the session was of no general interest. In the Chamber, the navy bill for 1887–88 was passed. On the budget of the department of foreign affairs, Deputies Barão de Guahy, Matto Machado and Affonso Celso spoke, and on that of the department of justice, Deputies Ratishona and Vieira da Silva, the latter declaring himself in opposition to the government, because he saw well meant efforts at economy by the minister of finance defeated by the demands of some of his colleagues in the cabinet.

July 19.—In the Senate the budget of the department of empire for 1886–87 was read; after some remarks on public instruction by Senator Franco de Sá, the minister of empire replied that the occasion was not opportune for debating the subject, which he would discuss later. In the Chamber the committee reported in favor of the credit for 125,000\$ to be expended in necessary works at the abbatoir. On the department of justice budget for 1886–87 Deputies Cândido de Oliveira and Duarte de Azevedo spoke; the former declaring that the defects in the magistracy were caused less by politics, than by ignorance; the latter proposed to abolish the courts of appeal in Goiás and Matto Grosso.

July 20.—No session in the Senate. In the Chamber, Deputy Rodrigo Silva asked that Sr. Paulino de Souza's project for municipal reform be called up for discussion. The president said he would order a re-print as the edition of the project had been exhausted. Deputy Jaguaribe presented a scheme for the irrigation of the provinces of Ceará, Pará, and Rio Grande do Norte by means of the river S. Francisco. The rest of the session was occupied by Deputies João Caetano, who discussed provincial affairs. Carlos Peixoto, who spoke on the department of justice budget, Lourenço de Albuquerque, who attacked the proposed payment of the settlements of the Duke de Saxe and referred to the "delirious demagogism" of recent public meetings. He believed that if the payment was offered the Duke, he would refuse to accept it [Laughter, and cries of Oh!]. The cabinet would be disgraced and rendered infamous if it asks a credit to meet this payment. The minister of empire replied that the settlements were guaranteed by contract and that the government would apply for a credit to pay them. Deputy Albuquerque insisted that such a payment would not be authorized.

July 21.—In the Senate, Sr. Martinho Campos inquired whether the bill for municipal reforms called up in the Chamber had been submitted to the Council of State. The minister of empire asked for 24 hours to reply to the question. The credit for the department of justice for secret service, etc., was opposed by Senators Correia and Júnqueira. In the Chamber the minister of agriculture read a project for a law relative to public lands. Deputies Affonso Celso, the minister of marine and José Pompéu spoke on the navy budget.

July 22.—In the Senate, the committee to present the reply to the speech reported that H. M. the Emperor had replied that he thanked the Senate for its promised support to the government. The session was of no general interest, nor was the session in the Chamber, where the navy budget for 1886–87 was passed in second reading, and the discussion on the war budgets continued.

Fifteen liberal deputies published a manifesto to the country relative to the rejection by the Chamber of Sr. José Mariano. A government writer pertinently inquires what need was there for this manifesto, as the deputies could have announced their views in the Chamber; if the manifesto was necessary the deputies should have resigned their chairs.

On the 17th Deputy Cândido de Oliveira asked the government whether Sr. Theodoro Machado, just nominated deputy from the 2nd Pernambuco district, had received orders to turn over the administration of the province of Bahia.

The rumors of a ministerial change have commenced and the usual symptoms, publishing possible combinations, are appearing. The action of a deputy on the 20th in calling up a superannuated project of a law for municipal reform will possibly serve to secure a vote of confidence in the cabinet from the Chamber. This vote is so utterly unnecessary, that the fiction of taking it is almost ludicrous.

The position of the committee appointed to carry the reply of the Senate to the Speech must have been a painful one. To tell the Crown that its ministers have obliged it to subscribe to a falsehood is very peculiar language.

The daily press says that when the committee reported the Emperor's reply to the message in reply to the speech, on the 22nd, the senators smiled. This is hardly surprising.

PROVINCIAL NOTES

—The Barão de Parnahyba has been appointed to the presidency of São Paulo.

—A São Paulo exchange reports a sweet potato grown at Piracicaba weighing nine kilos., or 19½ pounds.

—The June receipts of the Ypêna foundry amounted to 7,441\$516, against 7,039\$930 in the same month of last year.

—The Porto Alegre custom house receipts in June were 253,051\$079, against 139,439\$499 for the same month last year.

—The June receipts of the Maceió (Alagoas) custom house amounted to 60,491\$683, against 41,673\$389 in the same month of last year.

—Frost is reported from Belém do Pará on the morning of the 18th inst., but not sufficient to injure the coffee trees. It is thought, however, that it will prejudice the next crop.

—After having expended over 500,000\$ on the Pará custom house, the minister of finance has resolved to suspend further works for the present.

—Dr. Martinho Prado Junior, of São Paulo, is preparing a provincial immigrants guide book for distribution in Europe, which is to be printed in various languages and scattered broadcast.

—The new provincial budget of Minas Geraes for 1886–87 fixes the receipts for the year at 3,410,200\$, and the expenses at the same. The appropriation for public instruction is 1,035,021\$.

—The government has concluded a contract with José Sotero Ribeiro Rosa for the carrying of the mails between the capital of Goiás and the city of Uberaba, Minas Geraes, at a cost of 12,500\$ per annum.

—An exhibition of the Espírito Santo products destined for the Berlin exposition was opened in Victoria on the 16th inst. An immigration society was founded immediately after the exhibition was opened.

—The "Sociedade Promotora de Imigração" of São Paulo is calling upon all foreigners to send in the names of persons, or members of their families, whom they wish to have brought out to Brazil as immigrants.

—The June receipts of the Pará custom house amounted to 845,377\$331, against 577,423\$494 last year and 520,701\$205 in 1884. The *recebedor* receipts for the same month were 126,373\$581, against 125,263\$007 last year.

—A Spaniard named Mintos was recently arrested in Pirahy for dealing in counterfeit money. He had offered 100,000\$ in counterfeit notes to a merchant of that place for 10,000\$, and was captured by inviting him to bring his notes for inspection.

—A Bagé, Rio Grande do Sul, paper of the 13th notices the fact of an officer of the 3rd cavalry, who had gone to S. Gabriel to narrate the quarter's pay to the regiment, being induced to gamble, and losing 6,000\$, fled; it is supposed, to the Oriental Republic; probably, with the balance of the money.

—The *Sul de Minas*, of Campanha, Minas Geraes, says that the drought in that part of the province has been most severe, the plantations and pastures having suffered serious injury for the want of rain. Considerable damage has also resulted from the repeated frosts of the last two months.

—"John English," says a São Paulo paper, "has complained to the health authorities that a quack-doctor had applied tobacco dissolved in kerosene to his wife's ear, and that she had been insane since." We cannot but think John had designs of becoming a widower, if he was a consenting party in the treatment.

—It would seem that the Assurá gold mines in the *comarca* of Chique-Chique, Bahia, according to the opinion of a couple of Polytechnic engineering professors, are fabulously rich. They figure out the value of the three distinct mines in that region at 307,224,000\$.

In view of preceding reports, and failures, this opinion is somewhat startling.

—The administrator at the Jaguarão *mesa de rendas*, on the Uruguayan frontier, Rio Grande do Sul, complains of the female smugglers who lug in dry goods from the Uruguayan town of Artigas. It is said that they are very "slender" when they cross over into Uruguay, but very "fat" when they return. A female examiner has been added to the *mesa* for the suppression of this traffic.

—The "4th of July" was celebrated in Pará as though it were a national instead of a foreign commemoration day. Flags were hoisted on the provincial palace, all the public offices, all the consulates, and on all the ships in port. And then bands of music played in front of the residence of the American consul, and many people of distinction called on him to offer their compliments.

—There was a meeting of merchants in Pernambuco on the 19th inst., to protest against the new imposts by the provincial assembly. Pernambuco seems to be one of the worst governed provinces in the empire, for hardly a year is allowed to pass without the imposition of some new and vexatious tax. At this last meeting a motion of regret for the expulsion of José Mariano from the Chamber of Deputies was adopted.

—The enterprising people of São Paulo are now talking about the construction of a new theatre.

—The May receipts of the Parahyba custom house amounted to 3,668\$970, against 17,738\$178 in the same month of last year.

—A plaster of paris St. John the Baptist has for some time existed on a farm not far from Bocaina, S. Paulo, and recently a person of the house noticed that this image was growing hair on its right arm and breast. Thousands of people have gone to see this hairy St. John, whose hair is still growing. Never perhaps was there such a chance for advertising "thine incomparable oil, Macassar!"

RAILROAD NOTES

—The total capital of the Juiz de Fora e Piauí railway which is about to be extended to Rio Novo, is 1,800,000\$, on which the province of Minas Geraes guarantees 7% for 30 years.

—The first sleeping train on the D. Pedro II railway left at 10 p.m. on the 16th. The passengers, no less than 10 in number, including a senator, are said to have expressed satisfaction with the service.

—On the 8th inst. the president of Minas Geraes approved the proposed call of 10 per cent on the capital of 4,000,000\$ of the Oeste de Minas railway, guaranteed by the province, on which interest will be allowed from the date of its deposit in any bank.

—On the 12th the Juiz de Fora and Piauí railway signed the contract for the extension of the line to Rio Novo, Minas Geraes. The Juiz de Fora newspaper is jubilant, as the extension is expected to increase the commercial importance of that town.

—The April traffic receipts of the Sohral, government, railway were 3,053\$610 and expenses 11,803\$864, deficit 8,748\$194. In the same month the receipts of the Bahia, government, railway were 11,510\$660 and expenses were 24,725\$955, deficit 13,206\$295.

—The *Jornal do Commercio* on the 21st hears that the contract for the works of the Bahia and Minas railway from Caravellas to Philadelphia, 225 kilometers, has been taken, and that the plant and rolling stock will be furnished by Knipp, who took 3,000 dezenaires of the late bank of the company.

—The extension of the Oeste de Minas railway is from S. João d'El Rei to Ribeirão Vermelho and Oliveira, with a total length of 30 kilometers. The contract fixes the period of construction at 30 months, and is to be executed by Castro Roche & Co. The company has a privilege for 70 years, and a provincial guarantee of 7% on 4,000,000\$ for 30 years.

—The carelessness of a postman at Belém, D. Pedro II railway, was nearly the cause of a serious accident on the 20th. The express train ran into an extra locomotive and the post-office and baggage wagons were so seriously damaged that they had to be changed, causing a delay of an hour and three-quarters. There were no casualties fortunately.

RIO CRICKET CLUB.

On the 15th a match was played at the grounds of the Rio Club, between the officers of the British Squadron, now in port, H. B. M. S. *Ruby* and *Frolic*, and the Rio Cricket Club. The Club won, but the weather was very unfavorable and the ground sloppy. Only one innings was played. The scores were:

RIO CRICKET CLUB.

1	Fitzhugh, b. Fraser	43	10	2	—
2	Tries, c. Parr, b. Bassett	20	1	2	—
3	Slater Jr., b. Capri, Parr	35	17	1	2
4	Hills, c. Callaghan, b. Bassett	15	1	2	—
5	Holman, b. Fraser	12	0	0	—
6	Bull, c. Parr, b. Thring	0	0	0	—
7	Oliver, not out	30	2	2	—
8	Geff, c. Callaghan, b. Thring	34	3	4	—
9	Jones, b. De Crespiigny	1	0	0	—
10	Key, c. De Crespiigny, b. Thring	10	0	0	—
11	Cox, b. Thring	3	0	3	—
Byes t-w. b. 5		0	0	0	—
Total....		121	40	10	—

Analysis of the bowling.

	balls.	runs.	maidens.	whk.	wh.
1	Holman	100	21	2	0
2	Jones	55	6	0	0
3	Slater	15	0	0	0
4	Tries	30	7	3	2
5	Fitzhugh	35	6	3	0
6	Geff	10	2	0	2

BRITISH SQUADRON.

1	Holman	100	18	10	5	0
2	Jones	55	21	2	0	1
3	Slater	15	6	0	0	0
4	Tries	30	7	3	2	0
5	Fitzhugh	35	6	3	0	0
6	Geff	10	2	0	2	0

Total....

	balls.	runs.	maidens.	whk.	wh.	
1	Holman	100	21	10	5	0
2	Jones	55	6	0	0	0
3	Slater	15	0	0	0	0
4	Tries	30	7	3	2	0
5	Fitzhugh	35	6	3	0	0
6	Geff	10	2	0	2	0

LOCAL NOTES

The American packet *Finance* is expected to arrive on the 29th.

Among our imports now figures artificial earth. Buenos Aires supplies it.

The Emperor showed his appreciation of the Rio d'Ouro water works the other evening at the bazaar by paying 10\$ for a glass of water.

The mileage to a deputy from Bahia is 400\$. As the passage money is about 70\$, there does appear something wrong in mileage calculations.

The Relação has ordered a new trial of the case against Capt. Henrique Wenderly Muller de Campos for setting fire to the Monte-pio in this city to conceal a fraud.

The minister of agriculture is proposing to print a great quantity of "immigrants' guide books" for distribution in Europe. Assuredly the propaganda is making admirable progress.

There seems to be some difficulty in finding prominent men to serve as directors of the telephone company, judging from the number of resignations. The speculators who have brought a good enterprise to this state, ought certainly to feel proud of their work.

An address was delivered before the Sociedade Geográfica do Rio de Janeiro on the evening of the 22nd by Alexandre Haag on the subject of Bolivia, her commerce, industries and lines of communication, considered especially with reference to the projected Madeira and Mamoré railway.

A student of the 10th year at the normal school of the province of Rio wants a pension. The *Jornal do Commercio* of the 10th publishes the application of the student and the refusal of the president to grant it. If a fellow needs to stop 10 years at a normal school, he ought to be made a pensioner at the lunatic asylum.

The new steamer *Allianca* of the United States & Brazil line was successfully launched at Chester on the 17th inst., the name being given by a daughter of Consul-General Salvador de Mendonça, assisted by Prince D. Augusto as sponsor. The officers of the *Almirante Barroso* and a large number of spectators were present at the ceremony. It is expected that the *Allianca* will be ready for the October trip, arriving here October 31st.

A memorial tablet in honor of Sarah Bernhardt has been put up in the S. José theatre, in São Paulo, and the students of the law school there are to have a bust of her for their institution of learning. A tablet is also proposed for the S. Pedro theatre of this city. If further suggestions are in order, we would suggest a bust of Sarah for the central police station, in which the great actress will be represented with ten thumbs and fingers projecting horizontally from the nose.

The Brazilian consul-general in Paris having advised the government that there is a great number of individuals there who wish to emigrate to Brazil, the minister of agriculture has informed him that the government has measured lots for sale at from 1/2 real to 2½ reis per square braça in Espírito Santo, Santa Catharina and Rio Grande do Sul, and that time for payment is granted to purchasers, eight days support and free transportation to the place selected by them.

An official count of the votes cast in the last municipal election was made at a meeting of the municipal chamber on the 20th inst., in which it was shown that the total number of votes cast in the whole city was 4,364, the number of votes for each of the 21 almentos being therefore 207. Only four of the candidates received this number, viz.: Dr. José Ferreira Nobre, 237; Dr. José A. P. de Carvalho, 219; Dr. Tirupato J. F. Couto, 208; and José Carlos da Patrocínio, 207. The 34 candidates receiving the next highest numbers of votes, ranging from 16 to 45, will have to submit to a second election, from which the remaining 17 almentos will be chosen. For a city of 325,000, this vote of 4,364 is a strangely small one.

We regret to announce the death of Mr. Hermann Haupt, so long and favorably known in this city as a merchant and consul-general of the German Empire, which took place in Berlin on the 19th inst., at the age of 56 years. Mr. Haupt was formerly consul for the kingdom of Württemberg, and then of the German confederation, and was on various occasions entrusted with the affairs of the German legation here. He was widely known in Brazil, not only because of his interest in the affairs of his own countrymen, but particularly because of his intelligent interest in all public matters affecting the prosperity of this country. He was once charged with an investigation into complaints of cruelty toward German immigrants in this country, and we believe discharged his difficult task so well as to give satisfaction to both sides. For services rendered this country, he had conferred upon him the distinctions of *honorífico* and *comendador* in the Order of the Rose, and *caballero* in the Order of Christ. From his own county he had received orders of the 3rd class in the Crown of Prussia, 4th class in the Red Eagle, 2nd class in the House of Hohenzollern and the royal order of Frederic Carlos, of Württemberg.

The municipal authorities bestowed 58 free papers upon slaves on the 17th, 49 to females and 9 to males. The amount expended for the same was nearly 15,000\$.

The chemical experts appointed to analyze certain artificial wines and preparations seized by the health authorities at the distillery of Fritz, Mack & Co., presented their report on the 15th. The report is designed to favor both sides.

On the 16th the minister of empire declared the ports of Flimme and Trieste infected with cholera and the other Austrian Adriatic ports up to Cattaro "suspected." Vessels from these ports must be quarantined at Ilha Grande.

A bazaar was opened at the Casino on the 18th inst. under the patronage of the Princess Imperial, to raise funds for the Sociedade Protectora da Infância Desamparada. The attendance has been large and a considerable sum has already been realized.

Only the necessity of filling a lacuna in Brazilian statistics would justify our publishing the following: the Emperor weighs 97½ kilos; the Princess Imperial 70; the Comte d'Eu 72; Prince Pedro 88 1/5; the Prince of Grão Pará 29 7/10; D. Luiz 27 1/2 and D. Antonio 16 1/2 kilos. Total 494 4/10 kilos.

We note with pleasure the arrival here on the 18th inst. of Dr. Burmeister, director of the national museum of the Argentine Republic, who comes on a brief visit to this city. If we mistake not, Dr. Burmeister came to Rio some 30 years ago, but not receiving the encouragement for scientific investigation desired, went down to the River Plate where he has since resided.

The government has at last nominated a commission to study *beri-beri*, which is gaining so rapidly all along the coast. The nominees are Drs. Francisco de Castro, José Maria Teixeira and João Baptista de Lacerda of this city, Dr. Silva Lopes of Bahia, and two medical practitioners from Páia and Maranhão. The appointment of Dr. Lacerda is a matter of great satisfaction and insures good work.

News was received on the 17th that the Pacific packet *Magelha* had run aground in the Straits of Magellan and had been badly injured. No particulars have as yet been received, consequently it can not be stated how seriously the steamer has been damaged. The latest advice is that she arrived at Sandy Point on the 6th, where it is probable she will remain until the arrival of the *Arenigmata*.

An exhibit of agricultural products from the colonies of Silveira Martins, Conde d'Eu, D. Isabel and Caxias, Rio Grande do Sul, has been open for inspection at the Exchange for some days past. The exhibits would hardly attract attention in an American country fair, but they show that the colonies can produce a considerable variety of products. Most singularly, however, a fine specimen of "jinté" figures as silk.

The United States steamer *Tithipau*, Commander William Whitehead, left Brooklyn navy yard on June 7th for the South Atlantic station, and may soon be expected to arrive at this port. She was to call at Hampton Roads and Norfolk for four days, and then proceed direct to her destination. The *Tithipau* is an old side wheeler, but enjoys the reputation of being one of the most comfortable ships in the service.

Although it may not be generally credited we are diligent in offering advice. The occasion requires it, however, and we venture to ask our colleague of *L'Estrelle du Sud* to translate "call loans, etc.," in our monthly summary of bank statements. "Empreita, etc." rather than "Capital new vers." We have no objection to our colleague using the figures we are at some trouble to collect, but only ask that the translation be correct.

An opinion by Dr. José Edmundo Teixeira de Souza on the sanity of D. Francisco da Silva Castro, the woman accused of brutal treatment of two slave girls, was published in the *Jornal do 20th*. It fills about 1 1/2 columns, and appears to be a treatise on emotional insanity and kindred subjects. We have had neither time nor courage to read it, but the *Notícias* at the end indicates that the learned writer is of the opinion that the accused was not insane between December 20, 1882, and February 12, 1886, and that the crime alleged was not committed during an attack of insanity.

As we foresaw, the 5 per cent. surtax, so far as stamps are in question, will merely increase the general revenue, and in no manner affect the emancipation fund, nor immigration service, under the name of which it is levied. The minister of Finance on the 15th advises the treasury agent in São Catharina that the 5 per cent. surtax can only be specified in the accounts of the agency, when documents are presented there for stamping, and to interested parties belongs the verification of the payment of the extra tax on documents requiring stamps. The law is so visibly absurd, that its execution will be impossible, and it will probably be revoked.

H. B. M. S. *Thalia*, Capt. Bosanquet, arrived here on the 19th from Madeira, bound for the Australian station.

The United States corvette *Nitrope*, about whose safety fears were for some time entertained, arrived safely at Brooklyn navy yard on May 22.

The recent changes effected in the administration of the telephone company of this city have resulted in the choice of Joaquim Cândido Guimarães Junior as president, Augusto Coelho de Oliveira as treasurer, and Victor Dias as manager. The last named gentleman was manager of the *Telegraphos Urbanos*.

Attention is very properly called by a daily colleague to the inconvenient situation of the Brazilian men-of-war in this harbor. These ships lie right in the way of the freight steamers to and from Praia Grande. As the bay is sufficiently large to admit of a more suitable anchorage, we hope the authorities will order a change.

COMMERCIAL

Rio de Janeiro, July 23rd, 1886.

Par value of the Brazilian mil reis (\$1000), gold 27 1/2.
do do do in U.S.
coin at \$4 81 per £1 stg. 54 45 cents.
do \$100 (U.S. coin) Brazilian gold... 18837
do £1 stg. in Brazilian gold... 8 35

Bank rate of exchange on London to day... 29 1/4 d.
Present value of the Brazilian milreis (paper)... 29 1/8 gold
do do do in U.S.
coin at £1 80 per £1 stg. 41 00 cts.
Value of \$100 (\$4 81 per £1 stg.) in Brazilian
currency (paper)... 2 39
Value of £1 sterling... 13 7/7

EXCHANGE.

July 14.—Late in the day the English banks advanced rates on head offices to 20 1/2%. The native banks fixed 20%.

Bank sterling was reported at 20 1/2, 20 1/16 and 20 1/2, last head office, and at 20 1/16-20 1/2 from second offices. Commercial sterling was reported at 20 1/2, 20 1/16 and 20 1/2, and francs at 20 1/2 and francs at 20 1/2. A considerable business was done. Sovereigns sold at 11 5/8% for the 20th, and closed with buyers at 11 5/8, sellers at 11 4/4.

July 15.—The rates at the banks were 20 1/2% on London, 40 on Paris and 50-57 on Hamburg. Gold 29 1/4 on New York, at 20 1/2. On head offices and from second offices, bank sterling was reported at 20 1/2. Commercial sterling was reported in a small way at 20 1/16, 21 and 21 1/16. Sovereigns closed with buyers at 11 8/8, sellers at 11 7/8.

July 16.—Market quiet at unchanged rates. A transaction in bank sterling at 20 1/2 was reported and commercial was quoted at 20 1/2-20 1/16. Sovereigns closed with buyers at 11 5/8, sellers at 11 4/4.

July 17.—No change in rates at the banks, but a considerable business was reported in bank sterling at 20 1/2 and in commercial at 20 1/2. Commercial sterling was reported at 20 1/2, 20 1/16, 20 1/2 and 20 1/16. Sovereigns closed with buyers at 11 5/8, sellers at 11 4/4.

July 18.—Market quiet at unchanged rates. On head offices some trifling sums were reported at 20 1/16, and in commercial sterling at 20 1/2-20 1/16. Sovereigns sold at 11 4/4, closing with buyers at 11 3/8, sellers at 11 2/8 at the Exchange and were also reported on the street at 11 2/8.

July 19.—Market very quiet at unchanged rates. On head offices some trifling sums were reported at 20 1/16, and in commercial sterling at 20 1/2-20 1/16. Sovereigns sold at 11 4/4, closing with buyers at 11 3/8, sellers at 11 2/8 at the Exchange and were also reported on the street at 11 2/8.

July 20.—The market opened at yesterday's rates, which were however withdrawn in the afternoon, and closed very flat. Some small transactions were reported in bank sterling at 20 1/2 and in commercial at 20 1/2-20 1/16. Sovereigns closed with buyers at 11 3/8, sellers at 11 2/8 at the Exchange and were also reported on the street at 11 2/8.

July 21.—The market opened at yesterday's rates, which were however withdrawn in the afternoon, and closed very flat. Some small transactions were reported in bank sterling at 20 1/2 and in commercial at 20 1/2-20 1/16. Sovereigns closed with buyers at 11 3/8, sellers at 11 2/8 at the Exchange and were also reported on the street at 11 2/8.

July 22.—The market opened at yesterday's rates, which were however withdrawn in the afternoon, and closed very flat. Some small transactions were reported in bank sterling at 20 1/2 and in commercial at 20 1/2-20 1/16. Sovereigns closed with buyers at 11 3/8, sellers at 11 2/8 at the Exchange and were also reported on the street at 11 2/8.

July 23.—There were no rates at the banks, but a considerable business was reported in bank sterling at 20 1/2 and in commercial at 20 1/2-20 1/16. Commercial sterling was reported at 20 1/2, 20 1/16 and 20 1/2, and francs at 20 1/2 and francs at 20 1/2. Sovereigns closed with buyers at 11 3/8, sellers at 11 2/8.

July 24.—The market was very quiet, with commercial sterling quoted at 20 1/16, 20 1/2 and 20 1/2. From second hand bank sterling was reported at 20 1/2. Sovereigns closed with buyers at 11 3/8, sellers at 11 2/8.

July 25.—In the banks, 20 1/2 on banks and 20 1/16 on head offices, at which no money is offered. An advance is expected. Bank francs 46%.

July 16.

4	Six per cent. apolices	999 000
3	do do	1,000 000
100	Five per cent. do all paid	990 000
120	do do	993 000
40	do 250\$ pd	998 000

10,500\$	Gold Loan, 1883	1,065 000
40	Banco do Comercio	220 000
50	Banco C. Real, S. Paulo	72 000
70	Banco Delcredere	40 000
15	deb. Leopoldina R.R. £300	530 000

80	Grão Pará R.R. 6 1/2%	96 000
20	Navegação Paulista w. sub.	80 000
70	hyp. notes Banco Predial	70 000
100	do	70 000

July 17.		
35	Six per cent. apolices	999 000
15	do do	1,000 000
13	Gold Loan, 1883	1,065 000

1,000\$	Six per cent. apolices, Prov. Rio	100 000
54	Banco do Comercio	220 000
50	Leopoldina R.R.	140 000
8	Jardim Botânico tramway	149 000
50	Allianca Jasc.	30 000

30	hyp. notes Banco Brasil	100 000
100	Banco Predial	70 000
100	do	70 000

July 19.		
35	Six per cent. apolices	999 000
49	do do	1,000 000
7	Five per cent. do	1,000 000
100	Banco Auxiliar	195 000

1,000\$	Sovereigns	11 560
6	Leopoldina R.R.	140 000
20	do do	185 000
65	Jardim Botânico tramway	149 000
35	Brazilian de Navegação	205 000

20	do Ferry	100 000
20	do do	100 000
80	hyp. notes Banco Brasil	70 000
80	do Banco Predial	70 000

July 20.		
32	Six per cent. apolices	999 000
82	do do	1,000 000
5,000\$	do	998 000
1,800	Sovereigns	11 560

6	Leopoldina R.R.	140 000
100	do do	185 000
65	Jardim Botânico tramway	149 000
35	Brazilian de Navegação	205 000
20	Vila Isabel tramway	220 000

20	Vila Isabel	114 000
20	Confins Lasc.	70 000
20	do Banco Predial	69 1/2 %
42	hyp. notes Banco Predial	75 000
47	do	75 000

July 21.		
7	Six per cent. apolices	997 000
50	do do	998 000
50	Five per cent. do all paid	993 000
50	do do	994 000

138	Banco Industrial	140 000
100	Leopoldina R.R. 6 1/2%	96 1/2 %
20	Vila Isabel tramway	149 000
100	do do	185 000

GOVERNMENT AND PROVINCIAL BONDS

DEBENTURES AND SHARES

ARRIVALS OF FOREIGN STEAMERS.											LAST DIVIDEND			LAST QUOTATIONS			
DATE	NAME	WHERE FROM	CONSIGNMENT TO	CAPITAL	SHARES	TSHED	VALUE	Paid Up	Names	Reserve Fund	Last Sale	Am't	Paid				
July 14	Cotopaxi Br	Vaipariso* 19d River Plate	Wilson Sons & C Norton, M. & C Royal Mail	\$50,000.00\$	2,500	All	200\$	All	Auxiliar Brasil	11,671,356	105\$000	9,500	July 1886	12,200\$000—200\$000			
14	Orion Br	Southwark 21d	165,000.00	200	All	200	All	All	Comercial do Rio de Janeiro do de S. Paulo	6,364,504	250\$000	9,000	July 1886	273 000—80 000			
14	V. de Bahia Fr	Haven* 27d	A. Lenh & C	13,000.00	5,000	All	200	All	do	1,160,965	250\$000	10,000	July 1886	235 000—250 000			
15	Halley Br	London* 29d	Norton, M. & C W. & G. & C	12,000.00	6,000	All	200	All	Commercio	900,000	100	47 000	July 1886	48 000—			
15	Doric Br	Lytton 21d	100,000.00	12,500	All	200	All	All	Credit Real do Brasil	65,077,277	50 000	9,000	July 1886	200 000—250 000			
15	C. G. & C Br	Winton, N. & C	5,000.00	2,500	All	200	All	All	Companhia Paulista	80,936,739	72 000	3,800	July 1886	48 000—			
15	Ohio Gr	do 4d	H. Stoltz & C	2,000.00	10,000	All	200	All	Delodore	1,190,000	140 000	10 000	May 1886	105 000—			
18	Rosario Gr	do 4d	E. Johnson & C	1,000.00	5,000	All	200	All	English Bank	4,250,000	190 000	6 000	July 1886	190 000—190 000			
22	Roma Ital	Genoa* 27d	Mess. Maritimes	1,000,000.00	50,000	All	200	All	Industriale Mercantil	1,190,000	100 000	8 5	April 1886	105 000—			
20	Malibran Ital	Liverpool* 21d	Wilson Sons & C	8,000,000.00	10,000	All	200	All	London and Brazilian, Limited	500,000	270 000	10 000	July 1886	65 000—75 000			
21	Valparaiso Br	Santos 1d	Hand, Rand & C	1,000,000.00	5,000	All	200	All	Mercantil do Santos	124,919,770	70 000	6 000	Jan. 1883	65 000—			
22	Ashrose Br	River Plate 4d	Royal Mail	1,000,000.00	5,000	All	200	All	Royal e Hypothecario	3,938,118,569	305 000	10 000	July 1886	305 000—			
22	Cyanus Br	Imbeiba 14d	To order	1,000,000.00	5,000	All	200	All	União de Crédito	4,753,790	82 000	4 000	July 1886	100 000—			
DEPARTURES OF FOREIGN STEAMERS.																	
DATE	NAME	WHERE TO	CARGO														
July 14	Rio Gr	Hamburg*	Sundries	12,000,000.00	50,000	All	200	20	Bahia e Minas	—	—	—	—	—	—		
14	Cotopaxi Br	Liverpool*	do	6,000,000.00	—	All	200	20	do debentures	14,642	300	140 000	2/5 1/2	June 1886	171 000—176 000		
14	Memphis Br	Santos	do	6,000,000.00	30,000	All	200	20	Campes e Carangola	175 000	—	—	—	—	—		
15	Halley Br	Havre*	do	1,000,000.00	2,000	All	200	20	do debentures	20 000	—	—	—	—	35 000		
15	Montevideo Gr	Santos*	do	1,000,000.00	2,000	All	200	20	Corcovado	9,777	149	—	—	—	—		
15	Orion Br	Southampton*	do	1,000,000.00	2,000	All	200	20	Espírito Santo e Canavall, and Navigation	—	—	—	—	—	—		
15	Doric Br	Londres	do	1,000,000.00	2,000	All	200	20	Jorge Pinto do Rio	170 000	—	—	—	—	170 000—170 000		
17	Tiber Aust	Treviso	do	1,000,000.00	2,000	All	200	20	Leopoldina	70,827	748	140 000	8 1/2 7 1/2	139 000—141 000			
17	Penit Br	River Plate	do	1,000,000.00	2,000	All	200	20	do debentures	180 000	—	—	—	—	—		
18	Cavour Gr	Poto Alegre*	do	1,000,000.00	2,000	All	200	20	do debentures	185 000	—	—	—	—	185 000—185 000		
18	Rosse Big	New York	Coffee	8,000,000.00	49,751	250	—	—	Macabé e Campos	530 000	—	—	—	—	520 000—		
18	Halley Br	River Plate	Sundries	8,000,000.00	49,500	25,500	200	20	do debentures	115,618	670	9,000	5 1/2 6 1/2	90 000—			
19	V. de Bahia Fr	Hamburg*	do	1,000,000.00	2,000	All	200	20	Morgan	167,258	166	202 000	7 1/2 8 1/2	180 000—180 000			
20	Montevideo Gr	Genoa*	do	1,000,000.00	2,000	All	200	20	do debentures	180 000	—	—	—	—	180 000—180 000		
20	Ohio Gr	Bremen*	do	1,000,000.00	2,000	All	200	20	do debentures	8,717	356	180 000	8 1/2 9 1/2	180 000—180 000			
21	Goitardia Ital	Genoa*	do	1,000,000.00	2,000	All	200	20	Ramal Baianense	759,010	803	25 000	8 1/2 9 1/2	180 000—180 000			
21	Valparaiso Br	Valparaiso*	do	1,000,000.00	2,000	All	200	20	do debentures	145 000	—	—	—	—	145 000—		
* Calling at intermediate ports.																	
FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JULY 23d, 1886.																	
NAME	FOR	FROM	CONSIGNMENT														
AMERICAN	FOR	ENTERED															
bk J. A. Berland	669	Jun. 16	New York	F. Clemente & C	1,000,000.00\$	17,000	All	200	All	Carri, Uirapuru	65,000	200	50 000	—	—		
bk V. Vanzenoyd	670	Jun. 17	Hallimoe*	F. Clemente & C	1,000,000.00\$	17,000	All	200	All	do debentures	180,000	—	60 000	—	—		
bk Big. Fabens	671	Jun. 18	New York	F. Clemente & C	1,000,000.00\$	17,000	All	200	All	Jacum Baratão	188,000	—	60 000	—	—		
bk Chowan	672	16	Baltimore	F. Clemente & C	1,000,000.00\$	17,000	All	200	All	Nitidópolis	180,000	—	60 000	—	—		
British																	
bk H. H. Fox	556	May 16	New York	In distress	1,000,000.00\$	17,000	All	200	All	Paraná	6,671,14	678	200 000	4 000	July 1886		
bk Edmonson	557	Jun. 17	Cardiff	Wilson Sons & C	1,000,000.00\$	17,000	All	200	All	Porto Alegre	1,550,999	778	314 000	6 1/2 7 1/2	315 000—320 000		
sp Cumberland	155	15	Cardiff	Wilson Sons & C	1,000,000.00\$	17,000	All	200	All	Rio de Janeiro	10,510	595	205 000	10 000	95 000—100 000		
bk Althorpe	1147	15	Cardiff	Hamilton & Fao	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
bk Verona	688	15	Cardiff	Mess. Maritimes	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
sp Stamboul	1248	23	Cardiff	F. Clemente & C	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
sp King Coalite	1504	23	Cardiff	Hamilton & Fao	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
bk Rowes	729	23	Cardiff	Walter, H. & C	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
bk Rosethay Bay	559	23	Cardiff	Miles & Rio R. R.	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
bk Christmas	554	July 7	Cardiff	J. de Souza & C	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
bk Camelot	369	10	Cardiff	J. de Souza & C	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
bk Althorpe	132	10	Cardiff	J. de Souza & C	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
bk Rosedale	133	10	Cardiff	J. de Souza & C	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
bk Romance	573	10	Cardiff	J. de Souza & C	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
sp Everest	1680	16	Cardiff	W. & G. & C	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
bk H. C. Hall	629	16	Cardiff	Woskin	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
sp Ingomar	1155	16	Cardiff	D. Pedro II R. R.	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
bk Dunodam	895	21	Cardiff	Rodrigues & C	1,000,000.00\$	17,000	All	200	All	Ferry Ilevennes	10,510	595	205 000	10 000	95 000—100 000		
French																	
sp Almendras	677	Jun. 28	Cardiff	Wilson Sons & C	1,000,000.00\$	6,000	—	2,750	200	All	All	Agrocola de Campos	9,715	637	96 000	9 1/2 10 1/2	Feb. 1886
sp Acaponga	691	July 16	Cardiff	J. C. Pacheco & C	1,000,000.00\$	13,800	—	200	20	All	All	Agrocola de Campos	—	—	—	—	—
sp Emile	692	July 16	Colon	J. C. Pacheco & C	1,000,000.00\$	13,800	—	200	20	All	All	Agrocola de Campos	—	—	—	—	—
German																	
bk J. F. Pust	414	Jun. 29	Boulogne	Cerf, Dale & C	1,000,000.00\$	7,500	—	2,750	200	All	All	Alneido	—	—	—	—	Nov. 1885
lug Diana	397	July 1	Newcastle	Hamilton & Fao	1,000,000.00\$	7,500	—	2,750	200	All	All	Alneido	—	—	—	—	Nov. 1885
bk Maria	319	12	B. Aires	F. Sauvau & C	1,000,000.00\$	7,500	—	2,750	200	All	All	Alneido	—	—	—	—	Nov. 1885
Italian																	
ug Francesca C.	340	Jun. 10	Cadiz	To master	1,000,000.00\$	6,000	—	2,750	200	All	All	Alnara	—	—	—	—	—
ug Francesca C.	341	Jun. 17	Newcastle	To order	1,000,000.00\$	6,000	—	2,750	200	All	All	Alnara	—	—	—	—	—
Netherlands																	
bk Macrina	652	Jun. 20	Cadiz	C. Carvalho & C	1,000,000.00\$	6,000	—	2,750	200	All	All	Alnara	1,975	000	8 000	8 1/2 9 1/2	July 1886
bk Ham. Toss	257	21	Hamburg	C. Carvalho & C	1,000,000.00\$	6,000	—	2,750	200	All	All	Alnara	—	—	—	—	—
bk Gloria	257	21	Antwerp	C. W. Gross & C	1,000,000.00\$	6,000	—	2,750	200	All	All	Alnara	—	—	—	—	—
bk Arder	454	21	Antwerp	J. C. Pacheco & C	1,000,000.00\$	6,000	—	2,750	200	All	All	Alnara	—	—	—	—	—
bk Runer	308	21	Antwerp	Grangem' & C	1,000,000.00\$	6,000	—	2,750	200	All	All	Alnara	—	—	—	—	—
bk Telom	354	30	Newcastle	F. Alves & C	1,000,000.00\$	6,000	—	2,750	200	All	All	Alnara	—	—	—	—	—
bk Unda	354	30	Newcastle	Norton, M. & C	1,000,000.00\$	6,000	—	2,750	200	All	All	Alnara</td					

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